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HONOLULU, HAWAII, SATURDAY, JULY 18, 1908.

No. 5085

FINISH TRANS PACIFIC YACHT RACE

SINCLAIR'S YACHT LURLINE IS FIRST HERE

AS HE CROSSES THE LINE THE GALLANT COMMODORE DANCES IN GLEE ON FINDING HIS BOAT FIRST—DAILY RUNS AND LOG OF THE RACER—WELCOME TO PORT—CHANCES FOR THE OTHER BOATS.

OFFICIAL TIME. TRANS-PACIFIC YACHT RACE, 1908.

LURLINE.

Finish—Honolulu...	July 18, 9	31	4	43 1/2	a.m.
Start—San Pedro...	July 4, 12	00	00	00	noon

13 days, 21 hours, 31 min. 43 1/2 sec.

H. P. ROTH,
Chairman Regatta Committee.

July 5, 55; 6, 135; 7, 143; 8, 172; 9, 180; 10, 186; 11, 187; 12, 188; 13, 225; 14, 220; 15, 195; 16, 175; 17, 205. To Diamond Head about 200 miles.

Sailing the above number of miles each day from noon of July 4, the crack yacht Lurline, Captain Sinclair, at 9:31:43 1-2 this morning, 14 days and a few minutes from San Pedro, passed Diamond Head light, and headed toward the harbor for the second time in her career as a trans-Pacific racer.

With jib, foretopmast staysail, fore and mainsail all drawing well with a strong wind from her starboard quarter, driving her through the sapphire waters of the Pacific, at a ten-knot clip, the scratch yacht in the second ocean race held on this side of the world, hove to, to await the doctor's launch off the bell buoy, a few minutes after ten o'clock.

Looking as spry and span as if she had just come off the drydock, with the pennant of the South Coast Yacht Club at her fore, with Commodore Sinclair's private flag at the main, the speedy Los Angeles yacht moored alongside of the Sorenson wharf shortly after ten-thirty, amid tremendous applause from the hundreds who had gathered to watch her make fast.

From noon of July 4 up to last Monday light winds prevailed, but this last week moderate to strong winds have carried the white racer faster toward the finishing line. The first heavy weather encountered on the trip started yesterday at noon, two hundred miles off Honolulu, and from 6 o'clock last night the Lurline made from 12 1-2 to 14 knots, with a strong steady wind. Her spinnaker, which she has used nearly all the way down, carried away about 10 o'clock last night, and the same time Capt. Sinclair decided to take in her topsails. Nothing has been seen of the other three yachts since Sunday night of July 5, and no sails were sighted until early this morning when several fishermen were seen off the windward side of Molokai.

The Lurline carries a crew of seven

including cook, steward, mate and cabin boy, besides the three guests of the owner—Messrs. M. Savage, E. J. Pyle and V. B. Stewart, secretary of the trans-Pacific racing committee. The first person to board the racer as she lay to off the harbor was Dr. Moore, who passed her in a few minutes. He was followed by Territorial Secretary E. A. Mott-Smith, the representatives of the press, Henry Roth, W. H. McNerny, Walter Macfarlane, C. T. Wilder, O. Sorenson, C. R. Frazer, H. Ryeroff, Sam Lyle, J. A. Jaeger, L. A. Thurston, Sam Parker and others who came aboard in launches as she was being towed through the harbor by the Young Brothers' launch.

The yacht Kamehameha and several motor boats, including the Kaahumanu with a large party of guests, went out as far as the Moana Hotel to meet the racer, and as she sailed gracefully by three rousing cheers were given. Commodore Sinclair and his crew who probably will be declared the winner, although the other yachts still have a chance, as the handicaps will show. The Lady Maud has 8 hours, 5 minutes and 59 seconds; the Hawaii, 8 hours, 37 minutes and 30 seconds; and the Gwendolyn 11, 17 hours, 30 minutes, 56 2-5 seconds over the Lurline.

Commodore Sinclair asked Charley Wilder on board the Kaahumanu as she passed if the other yachts had arrived, and when he heard the answer the genial yachtsman began a lively dance on the starboard quarter of his command. When asked on board his yacht as she was entering the harbor what he had to say about the race, his reply was:

"Gentlemen, I have done the best I could to return the Lurline a winner, and I hope naturally that she will win, but the others still have a chance. The run down has been delightful and I am glad to be back again once more in dear old Hawaii. Yachting is certainly a great sport, and I have enjoyed every minute of this trip."

Through the courtesy of Commodore

Sinclair The Star furnishes the log of the trip which is as follows:

LURLINE'S LOG.
Log of schooner yacht "Lurline" from San Pedro toward Honolulu, Second Trans-Pacific Ocean Yacht Race.

Entries—Schooner "Hawaii," Hawaii Yacht Club; Yawl "Gwendolyn II," Elliott Bay Y. C.; Yawl "Lady Maud," San Diego Y. C.; Schooner "Lurline," South Coast Y. C.

Yachts crossed starting line in outer harbor, San Pedro, as follows: "Gwendolyn," "Lady Maud," "Hawaii," "Lurline" at noon, July 4th, 1908.

On rounding stakeboat, 11-2 miles from start, we passed "Hawaii" going through her lee and crossing bows to windward. Wind 15 miles per hour, sea smooth. In half hour from start we were ahead of all contestants.

Wind very light all afternoon, carried balloon jib and No. 2 maintopmast staysail after 3 p. m. At dark we were slightly in lead, Lady Maud second, Gwendolyn third, Hawaii last. Calm, with light variable airs all night.

July 5th, 1908. At daylight Lady Maud slightly in lead to west of us. Gwendolyn to eastward, Hawaii not in sight. Calm, varied with light baffling airs all the morning. 10:30 a. m., yacht "Skidbladnir," under power, came alongside and Mr. Garbutt kindly took letters for us. Said they could see nothing of the Hawaii.

3:40 p. m. S. W. end of San Clemente Island bearing W. 1-2 N. 40 miles distant. Took departure, having sailed out 60 miles since start yesterday. Wind S. W., moderate.

July 5th, 3:40 p. m. to July 6th noon. Winds west to N. N. W., moderate. Sea smooth, carrying balloon jib, No. 2 maintopmast staysail during most of the day. Run S. W. by S. 1-2 S. 135 miles. Lat. 30 deg. 45 min. N. Long. 119 deg. 29 min. West.

July 6th, noon, to July 7th, noon. Winds light and puffy, sky cloudy. Same sail as yesterday. Run S. W. 1-4 W. 143 miles. Lat. 29 deg. 12 min. N. Long. 121 deg. 20 min. W.

July 7th, noon, to July 8th, noon. Wind W. N. W., moderate breeze, sky cloudy. 9 p. m., carried away balloon jib. Set No. 2 jibtopmast. Set No. 1 staysail. Run S. W. 1-2 W. 175 miles. Lat. 27 deg. 17 min. N. Long. 123 deg. 55 min. W.

July 8th, noon, to July 9th, noon. Winds N. N. W., moderate breeze. Moderate sea, sky cloudy, wind steady, carrying plain light sails; no balloon

sails. Sun S. W. and W., 180 miles, 12 min. W.

July 9th, noon, to July 10th, noon. Lat. 25 deg. 30 min. N. Long. 120 deg. Wind hauled to N. E., took in jibtopmast and maintopmast staysail in evening as wind too far aft, but set them again during night, wind having gone back to N. N. E. Light squalls.

7 a. m. carried away main gaff topsail sheet, rove new one. 10:30 a. m. took in jibtopmast and staysail and set spinnaker. Run S. W. by W. 3-4 W. 186 miles. Lat. 20 deg. 20 min. N. Long. 129 deg. 50 min. W.

July 10th, noon, to July 11th, noon. Winds N. E. to N. N. E., moderate. Sea moderate. Carrying spinnaker and No. 2 staysail. Run W. by S. 1-4 S. 187 miles. Lat. 23 deg. 30 min. N. Long. 133 deg. 08 min. W.

July 11th, noon, to July 12th, noon. Wind moderate. Sea same. Light showers during latter part of day. Run W. 1-2 S. 188 miles. Lat. 23 deg. 13 min. N. Long. 136 deg. 32 min. W.

July 12th, noon, to July 13th, noon. Wind N. E., fresher. Weather clearing. Run W. 1-2 S. 225 miles. Lat. 22 deg. 48 min. N. Long. 140 deg. 36 min. W.

July 13th, noon, to July 14th, noon. Wind E. N. E. to E. by N. Fresh. Sea rising, weather cloudy. In latter part of day wind E. & N. too far eastward to lay our course of W. 1-2 S. which I had hoped to carry up to Makapuu Head.

Run West 220 miles. Lat. 22 deg. 53 min. N. Long. 144 deg. 32 min. W. July 14th, noon, to July 15th, noon. Wind varying from E. N. E. to E. by S. Rain squalls occasionally. Sea rising. As disappointed at finding the wind so far to eastward. Run West 195 miles. Lat. 22 deg. 59 min. N. Long. 148 deg. 06 min. W.

July 15th, noon, to July 16th, noon. Fresh breeze, cross sea, weather clear. Wind dead aft, spinnaker and mainsail being only sails doing any work. Considerable sea running causing us to roll wind out of sails. Wind E. by N. to E. by S. Run W. 1-2 N. 175 miles. Lat. 23 deg. 17 min. N. Long. 151 deg. 11 min. W.

July 16th, noon, to July 17th, noon. Winds baffling and lighter. Weather cloudy. Have been expecting wind to haul to northward for past two days, but at 1:30 p. m. on 16th jibbed to port tack, first time since leaving San Clemente on 5th, a distance sailed on starboard tack of 2,010 miles. Run W. S. 205 miles. Lat. 21 deg. 53 min. N. Long. 154 deg. 32 min. W.

NO SHIPS TO HILO

ADMIRAL SPERRY REGRETFULLY
INFORMS RICHARDS OF SITUATION THAT CANNOT BE HELPED

It will be impossible for either part of the battleship fleet, or for all the vessels to go to Hilo. This information was given by Admiral Sperry yesterday to E. E. Richards, of Hawaii, who had been appointed the chairman of a special committee to make the effort to give Hilo a share in the reception. The admiral spent some time in talking over the matter with Richards and explained that he would like very much to make the trip but that it would be impossible.

In speaking of the matter he called attention to the fact that he had issued orders to leave this city a day ahead of time, on account of the fact that certain definite engagements, which must be kept, had been entered into with the authorities of Australia. It had been suggested that the fleet pass by Hilo on its way to Australia, going around that side of the island instead of by the more direct route. Admiral Sperry stated that this would be impossible, as by doing so he would lose the very time that he was leaving here early to gain.

Mr. Richards stated that it was a great disappointment to Hilo that none of the fleet would go there, for they would be accorded a royal reception. He stated that he believed that had more work been done on the matter earlier something could have been accomplished.

was called on by a representative of The Star for information, but the Iroquois' skipper showed no courtesy.

Fleet officers, men of the Schroeder board which is investigating conditions at Pearl Harbor with a view to that strategic basin's vast improvement, met with an experience, as the result of the Iroquois' mishap, that was anything but pleasant, but was nevertheless novel and in some respects funny. They expected to be returned to Honolulu aboard the Iroquois, not for a moment thinking that there was anything wrong aboard, but instead they had transportation on the flat-cars of a plantation railway and walks and climbs and muddy feet and automobile voyages.

Some were late to the dinner given by Governor Frear, on account of the mishap or carelessness, whichever it was, and some were late at the great ball at the beach last night.

The Iroquois stuck in the mud and refused to budge, with all Carter's tardy attention, and messengers were sent to dry-ground to communicate with the Honolulu Plantation offices for assistance.

An engine and flat-cars were sent to the point nearest where the helpless Iroquois lay and the passengers, joking over the wet walking and the plight of their caravan, connected with the dummy and later with automobiles and surreys for the city, some coming direct to town in automobiles and others connecting from carriages at the Kalili terminal of the Rapid Transit.

There was talk of sending Hawaiian divers to the Iroquois to see if she'd run foul of anything but mud, but she finally worked herself off and is today in the harbor again, apparently none the worse except for her skipper's temper.

AFTER THE SHOW.

The Alexander Young Cafe will be open every night after the show during the stay of the fleet.

THE SOLE AGENCY.

Through his agents in Japan, K. Yamamoto, wholesale merchant, secured the sole agency for Tengu Brand Japan Rice. The sale of this well known brand is daily increasing. Phone 399. Hotel street near Nuuanu.

Stone tools, machinery and polishing supplies. Hawaiian Iron Fence & Monument Works Ltd.

MID-SEASON TRIMMED HATS.

These swell hats now being shown at Sachs include all the prevalent style ideas of Eastern and European cities.

WELL NAMED.

Chamberlain's Colic, Cholera and Diarrhoea Remedy is just what its name implies. For pains in the stomach, cramp colic or diarrhoea, it has no equal. For sale by all dealers, Benson, Smith & Co., agents for Hawaii.

STEAM EXPLOSION ON NAVAL BOAT

(Associated Press Cable to The Star.)

CLEVELAND, July 18.—The bursting of a steampipe aboard the U. S. Naval training steamer Hawk today resulted in the serious injury of several of the members of the crew and the probable fatal injury of Engineer Taylor.

OLYMPIC WINNERS ALL ENGLISH.

LONDON, England, July 18.—The honors of the day in the Olympic games were carried away by the English today. The twelve hundred meter steeplechase was won by Russell. Holman won the 200 meter swimming contest, Jones, the 500 meter bicycle race and Voight the five mile run. All these winners are Englishmen.

40 MORE SAVED.

MANILA, July 18.—It is ascertained that forty more persons were saved from the launch disaster near here on July 15. Twenty-five were drowned.

PASHA ASSASSINATED.

SALONICA, July 18.—Osman Pasha was assassinated here today.

TERRIBLE LOSS OF LIFE.

CONSTANTINOPLE, Turkey, July 18.—Two thousand persons have perished as the result of floods and inundations throughout Asia Minor.

COAL FOR PACIFIC FLEET.

NORFOLK, Va., July 18.—The collier Strathyre sailed from this port today for Samoa, taking coal for the use of the Pacific fleet on its coming cruise.

TRAIN KILLS SIX OF AUTO PARTY.

(Special Cable to The Star.)
COLUMBIA, Indiana, July 18.—A party of six automobilists were run down by a train just outside this city today and all were killed.

PLANS TO MURDER JEWS IN RUSSIA.

(Special Cable to The Star.)
BERLIN, Germany, July 18.—A plot has been unearthed here for a terrible massacre of the Jews in Russia. The wholesale murders were planned to take place in October.

FURNACE EXPLODES.

(Special Cable to The Star.)
CHICAGO, July 18.—A terrific explosion took place here today in the furnace of a steel rolling mill. Twelve were injured, of whom three are now dying.

HAWAII A DISAPPOINTMENT.

The Los Angeles Sunday Times has the following:
The race to Honolulu started promptly on time. It must be said that the Hawaii, the \$23,000 racer built especially for this trans-Pacific contest, is a great disappointment. She handles beautifully, comes from full to full in the most perfect manner, quick in stays, sails were good, but as soon as the racers crossed the line dead before the wind, she made no showing that a boat ought to do to go up against the Lurline.

Governor Frear and Secretary Mott-Smith are in receipt of letters from Secretary Garfield expressing his deep appreciation of the excellent good time given him during his visit here.

J. L. McGuire's domestic infelicity resulted today in Nora, his wife, being granted \$12 per week temporary alimony and the ward of \$25 attorney's fees to Magoon and Quinn, attorneys.

Sarah sues Harry of that name, alleging choking, extreme cruelty of other varieties and also says she has six children as a result of the union which she now seeks to end. She is connected with the Salvation Army Home.

Rear-Admiral Sperry, in command of the Atlantic fleet, this morning called on the Justices of the Supreme Court and on U. S. Judge S. B. Dole. The divorce proceedings of J. M. Vivas vs. Mary D. Vivas have been discontinued.

The clergy of St. Andrews' Cathedral intend to hold an open air service tomorrow at 7:30 p. m. in Emma square. It will consist of familiar hymns accompanied by the band and addresses by Bishop Restarick and the Rev. N. H. Bliss. In case of rain the service will be held in the church.

THE THREE'S CHANCES.
In figuring out the chances of the remaining three yachts in the race, the yachts will have to pass Diamond Head before the following times to win from the Lurline:

The Hawaii at 6:09:13 1/2 p. m.

Lady Maud at 5:41:43 1-6 p. m.

Gwendolyn II at 3:02:39 7/8 a. m.

All Men of the Fleet in uniform are given free transportation on street cars.

EXECUTIVE COMMITTEE.

Best cup of coffee in the city at New England Bakery.

ROYAL

BAKING POWDER

Absolutely Pure

The only baking powder made with Royal Grape Cream of Tartar

No Alum, No Lime Phosphate

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